



# CITY OF HOUSTON

## Public Works & Engineering Department

### Speed Hump Program

PO Box 1562 Houston, TX 77251-1562  
Phone (713) 837-7280 Fax (713) 837-9738

#### General Description

Para un documento traducido en Espanol llame a (713)837-7238

The speed hump is a gentle rise and fall of pavement surface placed in the roadway to reduce the speed of vehicles. The base of the speed hump is approximately 12 feet wide and gradually slopes to a maximum height of 3 1/2 to 4 inches. Speed humps have proven to be successful in reducing speed while allowing safe operation of the vehicle.

The following is a summary of the process for speed hump application and installation.

#### Step One: Request for Study

A request can be made by either a neighborhood or business association, by a single resident or a group of residents, or by a business located on the street requesting speed humps. Each request must include a name, address and phone number of a resident from the requested street who agrees to be the contact person. The contact person will receive all correspondence and be responsible for gathering evidence of support. Each contact person must acknowledge designation by signing the request. Written requests should be submitted to the Department of Public Works and Engineering (Department) at the above address. An application form can be obtained from the Department. A request may not automatically be withdrawn from consideration once a traffic study determines the street to be eligible for speed humps.

The request must be for a specific street segment and should include at least the following information:

- The requested street name
- The boundary of the street segment
- Name of contact person
- Address of contact person
- Daytime phone number of contact person
- Signature of contact person

Do not submit petitions or other evidence of support with your request. Petitions or letters of support gathered prior to the eligibility determinations without the preliminary placement maps will not be accepted. Requests will be evaluated on a biannual schedule (page A-4), however the schedule and process do not preclude the Department from installing warranted speed humps when and where it is deemed necessary outside the procedures of this program.

## **Step Two: Eligibility**

In order for a request to qualify for consideration, the street must meet criteria set by the Department. It is the responsibility of the Department to conduct traffic studies to determine if the street segment meets the following criteria:

- The street must provide access to abutting residential properties and/or to an institution.
- The street may not be a Major Thoroughfare or a Major Collector as defined by the Department of Planning and Development.
- The street may not be a designated Primary Emergency Service Travel Route as defined by the Houston Fire and Police Departments.
- The street may not be designated as a METRO bus route.
- There must be no more than one moving lane of traffic in each direction.
- The street must have a posted or prima facie speed limit of 40 mph or less.
- The street must be paved prior to construction of the speed humps.
- Traffic volumes must be less than 5000 vehicles per day.
- The measured 85th percentile vehicle speeds must exceed the posted or prima facie speed limit by 3 miles per hour or more in a 24-hour study.

**-OR-**

- There are five or more reported speed related accidents within a segment during the last twelve months of recorded data.

Other factors such as, but not limited to, alignments, grades and sight distances may also be evaluated.

Only those requests meeting all the eligibility requirements will proceed. If a request is denied, applicants will not be able to reapply to the speed hump program for the following two years unless there is considerable change in conditions.

All traffic counts will be scheduled during regular commuter periods unless a specific weekend problem is noted in the request.

## **Step Three: Level of Support**

If the Department determines the street to be eligible, the Department will provide preliminary placement maps to the contact person. The contact person is encouraged to gather and present support from the community in the form of petitions from residents, landowners or businesses facing or having lot frontage on the street segment on which a speed hump is proposed to be located. The level of support will be taken into consideration in the ranking criteria for the project.

Petitions or letters of support gathered prior to the eligibility determinations without the preliminary placement maps will not be considered.

## **Step Four: Speed Hump Location**

It is the responsibility of the Department to determine the final location of all speed humps in accordance with current engineering principles, however:

- Speed humps will usually be placed between 500 feet to 600 feet apart.
- A speed hump shall not be located in front of a driveway or within an intersection.
- Speed humps should not be located within 500 feet of a traffic signal or STOP sign, or within 50 feet of an uncontrolled intersection.
- "No Parking" signs may be placed within 50 feet of the approaching side of the speed hump if deemed necessary by engineering site conditions.

## **Step Five: Prioritization**

The Department will prioritize requests according to the following ranking criteria:

- Volume of speeding traffic
- Speed-related reported vehicular accidents
- Reported auto-pedestrian accidents
- Percent of residential land use
- Percent of front facing residential (as opposed to side abutting)
- Percent of truck traffic
- Number of institutions on the street (schools and parks within or adjacent to the segment)
- Lack of sidewalks on streets with institutions
- Neighborhood-to-Standard designation
- Eligibility for Community Development Funds
- Evidence of property owner/resident support

## **Step Six: Funding**

An annual budget will be established for construction of approved projects. Projects will be scheduled for construction by priority ranking as funding permits within the established budget.

Projects may be completed, out of ranking order, if alternative funds become available or if complementing maintenance and/or capital improvement projects are initiated during the year.

Approved projects that do not receive funding in the current year, will be automatically considered for 2 additional years. All projects will be re-prioritized by ranking on a biannual basis.

An eligible project may be expedited if the applicants choose to pay for 100% of the estimated cost of the installation. Expedited projects will be constructed no later than the next fiscal year following deposit of funding.

## Speed Hump Program Schedule

Process Step	Round "A"	Round "B"
Deadline for request submission	April 1	October 1
Planning and eligibility determinations completed by Department, Preliminary placement maps and petition forms prepared by Department	June 1	December 1
Final date to submit evidence of support	August 1	February 1
Ranking of eligible requests for City funding	September 1	March 1
Construction begins on approved projects	October	April



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*For policy effective August 20, 2002*

#### Request for Speed Hump Study

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The following is a request for a speed hump study. Please feel free to submit this form as a formal request. Each request must contain the completed information as indicated in both Part A and Part B. The request will be processed according to the procedures detailed in the Speed Hump Program Policies and Procedures.

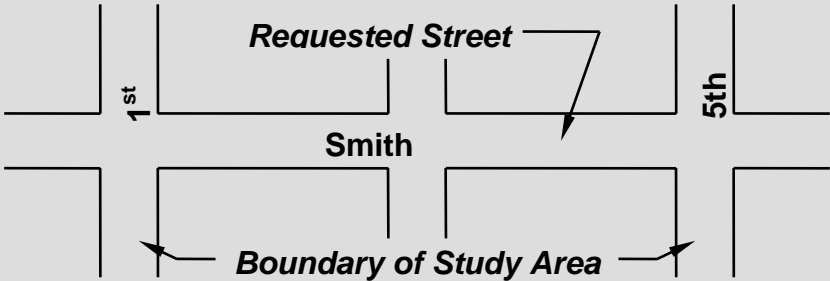
#### A. Street Study Information

Each request must provide the name of the street on which a study is requested, for boundaries of the street segment use intersections not block ranges. Traffic studies will be conducted only within the boundaries indicated.

**Requested Street:**

**From:**

**To:**

Example	
	<p><b>Requested Street:</b> Smith St. <b>From:</b> 1<sup>st</sup> Ave. <b>To:</b> 5<sup>th</sup> Ave.</p>

#### B. Contact Person Information

Each request must provide a contact person who lives on the requested street within the study area boundary. The contact person will receive all correspondence and be responsible for gathering evidence of support when requested.

**Name:**

**Address:**

**City:**

**ZIP Code:**

**Ph. #:**

I agree to be the contact person for the above request. I understand that a request may not automatically be withdrawn from consideration once a traffic study determines the street to be eligible for speed humps.

**Signature of Applicant:**

**Date:**